



Metropolitan Planning Organization of Johnson County

Meeting Notice
MPOJC Transportation Technical Advisory Committee
Tuesday, March 20, 2018 – 10:30 a.m.
Emma Harvat Hall
Iowa City City Hall

AGENDA

1. Call to order; recognize alternates; consider approval of meeting minutes
2. Public discussion of any item not on the agenda*
3. Consider a recommendation to the Urbanized Area Policy Board regarding Locally Determined Projects for the MPOJC FY2019 Transportation Planning Work Program
4. Consider a recommendation to the Urbanized Area Policy Board regarding the MPOJC FY2019 Transit Program of Projects
5. Update on Federal-Aid-Swap discussion and timeline
6. Update from DOT staff on significant transportation projects in the metro area
7. Update on 2018 MPOJC Transportation Planning Division Annual Report
8. Other Business
9. Adjournment

**Public input is permitted on any agenda item. Please indicate to the Chair if you wish to comment on an agenda item.*

To request any disability-related accommodations or language interpretation, please contact MPOJC staff at 356-5230 or kent-ralston@iowa-city.org 48 hours prior to the meeting.



Metropolitan Planning Organization of Johnson County

PRELIMINARY

MPOJC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
TUESDAY, JANUARY 23, 2018 - 10:30 AM
EMMA HARVAT HALL, IOWA CITY CITY HALL

MEMBERS PRESENT:

Coralville:	Vicky Robrock, Dan Holderness
Iowa City:	Mark Rummel, Simon Andrew, Jason Havel, Ron Knoche
Johnson County:	Tom Brase, Greg Parker
North Liberty:	Dean Wheatley
Tiffin:	Doug Boldt
University Heights:	Louise From
University of Iowa:	Brian McClatchey
RTBC:	Bob Oppliger
Iowa DOT:	Catherine Cutler
ECICOG:	Brock Grenis
FHWA:	None

STAFF PRESENT: Kent Ralston, Brad Neumann, Emily Bothell, Sarah Walz

OTHERS PRESENT: None

1. CALL TO ORDER; RECOGNIZE ALTERNATES; CONSIDER APPROVAL OF MEETING MINUTES

From motioned to approve the meeting minutes. Knoche seconded the motion. **The motion carried unanimously.**

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA

Ralston stated that Bob Oppliger of the Regional Trails and Bicycling Committee (RTBC) would be joining the TTAC as their representative, replacing Terry Dahms.

Ralston informed the TTAC that Darian Nagle-Gamm has left MPOJC to be the new Transportation Services Director for Iowa City.

3. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD FEDERAL TRANSIT ADMINISTRATION SECTION 5307 TRANSIT OPERATING FORMULA FUNDING APPORTIONMENT FOR FY2018 AND TRANSIT STATISTICS FOR FY2017

Neumann stated that the MPO has around \$2.5 million to apportion for FY18 in Section 5307 transit operating formula funding. Available funding is lower than FY17. Funds are apportioned by the Urbanized Area Policy Board to Iowa City Transit, Coralville Transit, and the University of Iowa Campus. Formula funding for apportionment is based on four factors: operating costs, locally determined income (LDI), revenue miles, and fare

revenue. LDI has been calculated by adding total revenue minus state and federal revenue. Staff is recommending changing the LDI formula to total operating costs minus state and federal dollars. This change would level the playing field for the three transit agencies. The proposed change follows how the MPO reports transit data annually, and follows the process the state uses to apportion their funding. Staff is asking for approval of the change to the definition of LDI and a recommendation for the FY18 apportionment funding using the new formula.

McClatchey stated that the proposed change is not a change in definition, but a clarification of the definition for LDI. McClatchey also stated that member entities should consider retroactively adjusting their funding for FY16 and FY17 using the new formula. Neumann stated that the MPO had discussions with Iowa City, and they were against adjusting funding for the last two fiscal years, but support using the new formula for the FY18 and future calculations. There were questions if retroactively adjusting funding for the last two fiscal years would require a policy decision from the Board. Ralston stated a policy decision from the Board would not be necessary, and the issue could simply be handled by city and university administrations because it was not something the Board would be able to dictate.

TTAC members were in favor of using the new funding formula in FY18 and beyond but were against recommending retroactively adjusting the funding to the Board. Members hoped that this issue could be resolved administratively.

McClatchey motioned to approve the revision and FY18 apportionment; Andrew seconded the motion. **The motion carried unanimously.**

4. CONSIDER A RECOMMENDATION TO THE MPOJC URBANIZED AREA POLICY BOARD REGARDING AN AMENDMENT TO THE ADOPTED FY18-21 MPOJC TRANSPORTATION IMPROVEMENT PROGRAM – ADOPTING STATE SAFETY TARGETS FOR THE URBANIZED AREA

Ralston stated that a memo had been sent out to TTAC members in October outlining safety performance measures as part of the Highway Safety Improvement Program. The MPO was required to adopt the state's safety targets, or create their own. MPO staff had recommended adopting the state's safety targets for three reasons: uncertainty in future reporting requirements, potential future penalties for not meeting targets set by the MPO, and time constraints. Safety targets must be approved annually, and can be adjusted annually, if needed. No comments were received; the Board approved adopting state targets at their November meeting.

Ralston informed the Board that the DOT provided language to be added to the FY18-21 Transportation Improvement Program to comply with FHWA requirements.

Staff is asking for a recommendation for the Board, to amend the language for the adopted FY18-21 Transportation Improvement Program.

Holderness motioned to approve the amendment; Wheatley seconded the motion. **The motion carried unanimously.**

5. CONSIDER A RECOMMENDATION TO THE URBANIZED AREA POLICY BOARD REGARDING APPOINTMENT OF A REPRESENTATIVE TO THE STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS) BOARD OF DIRECTORS

Ralston informed the TTAC that the Board is asked every other year to approve a MPO representative to the SUDAS Board of Directors. SUDAS is a non-profit organization that maintains Iowa manuals for public improvements including streets and sidewalks, utilities,

sewers, etc. Scott Larson, the Assistant City Engineer for Coralville, is the current representative and is interested in serving another term. The only requirement for this position is being a licensed engineer for one of the MPO entities.

Staff is asking for a recommendation to the Board; approving Scott Larson or another engineer as the MPO SUDAS representative for another term.

Knoche motioned to approve Scott Larson as the representative; Boldt seconded the motion. **The motion carried unanimously.**

6. DISCUSSION OF THE POTENTIAL FOR A 'FEDERAL-AID SWAP' IN IOWA WHEREBY STATE FUNDING COULD REPLACE FEDERAL FUNDING FOR ROAD/BRIDGE PROJECTS

Ralston stated that House File 203 was signed into law this past legislative session. The law permits the Iowa DOT Commission to allow for 'Federal-Aid Swaps', where city road and bridge projects formerly funded through federal funds and programmed by the MPO, are instead funded by state funds, a 1:1 match. The goal of this program is to minimize requirements that delay projects and increase costs, improving efficiency.

The DOT has completed their stakeholder engagement process and has provided a rough draft for review. The DOT will seek approval from the commission as early as their February 13th meeting. The federal-aid swap would officially go into effect in FFY19, beginning in October 2018.

Ralston stated that there is no inherent risk for opting-in or opting-out, and asked for feedback from TTAC members on how their communities feel about this program. The preference of the DOT is to have the MPO opt-in or opt-out during the TIP approval process; TIP projects will be presented to the TTAC in May. The MPO is automatically opted-in to the program, if no decision has been reached.

Ralston informed the TTAC that opting-in to the program would require policy changes that would have to be approved by the Board. One of the required policy changes would be that the MPO can determine if a local match will be required for projects (it is currently an 80-20 match). There would no longer be a match requirement from the State.

Currently, for the TIP process, each community is allocated funding that is programmed in the correct year of the TIP. Opting-in eliminates this requirement, allowing projects to be frontloaded. This would require a prioritization process for projects that have been allocated funding. Ralston informed the TTAC that one issue is that this process assumes state funding is available; frontloading projects across the state could reduce the amount of available funding from the state.

If the decision is made to opt-in, it would be a full commitment from all entities. The MPO would be unable to pick-and-choose which projects to fund through this process, all projects would be subject to this requirement. Ralston stated that projects that have been "federalized" would not be eligible, since they are projects in progress.

Wheatley asked if the primary goal of this program is to fund smaller projects. Ralston responded that the primary goal is to improve efficiency and streamline the process.

Havel stated that the main benefit of this program is time saved, through the elimination of overlapping requirements. Havel stated that the expectation is that there will be little savings regarding environmental requirements.

McClatchey asked if construction costs would be reduced. Ralston stated that because projects would be state-funded, Davis-Bacon and Buy America requirements would no longer apply, which may reduce construction costs.

Ralston informed the TTAC that projects under the STBG program are eligible for the Federal-Aid Swap, projects funded through TAP would not be eligible for the swap at this time.

Ralston asked the Committee if they wanted to provide a recommendation to the Board, or postpone a decision until the next meeting. The Committee recommended to opt-in to the swap program.

Knoche motioned to approve; Holderness seconded the motion. **The motion was approved unanimously.**

7. UPDATE ON THE MPOJC FY19 TRANSPORTATION PLANNING WORK PROGRAM & FY19-22 TRANSPORTATION IMPROVEMENT PROGRAM SCHEDULES

Neumann stated that the Work Program is a document that identifies all major projects the MPO will address in FY19. This program is a coordinated effort between the TTAC, the Board, and Iowa DOT. The Work Program includes all state and federally required planning processes, documentation for ongoing projects, and special projects requested from member entities. The MPO will be asking for FY19 projects beginning in February. The draft Work Program must be submitted to the Iowa DOT, FHWA, and FTA by April 1st. The Board will approve the final Work Program in May.

Neumann stated that the Transportation Improvement Program (TIP) is where federally-funded transportation improvements in the Iowa City urbanized area are programmed. The document includes all federally-funded transportation projects for all modes of transportation. The TIP formalizes specific projects and the year they are receiving funding. The MPO will not apportion funding this spring for STBG and TAP. Two projects were funded last year that are not in the current TIP, but will be included in the FY19-22 TIP; Highway 965 in North Liberty and Melrose Avenue in University Heights; both are programmed in FY22. A draft will be presented to the TTAC in May. Final approval will occur in July. The approved TIP will be submitted to the Iowa DOT by July 15.

8. OTHER BUSINESS

Ralston informed the TTAC of the attachment to their packet identifying the FHWA notice of termination of approval for rectangular rapid flashing signs. These signs are primarily used at mid-block pedestrian crossings.

From stated that construction on the new hotel in University Heights will begin in July 2018. Construction will take approximately 1.5 years.

Havel stated that Iowa City will begin reconstructing the pedestrian mall in 2018. It will take approximately two years to complete. The Dubuque Street portion will be reconstructed in 2018-19, and the College Street portion in 2019.

Havel also stated that Iowa City is partnering with the Iowa DOT to overlay Highway 6 and Riverside Drive from Iowa City limits to the Highway 1/6 split. Governor Street from Burlington to Dodge will also be overlaid.

Knoche stated that construction is ongoing for the Gateway project. The hope is that the project will be completed by August. One portion of the bridge deck has been completed.

The approach spans will be completed in the spring. Park Road will be tied into Dubuque Street after the approach spans are completed.

Holderness stated that Coralville bid Phase 2 of the Coral Ridge Avenue project from Oakdale to Forevergreen Road in January. Construction is expected to begin this year. The 1st Avenue project from 6th Street to 9th Street was approved by the Iowa DOT in January; Construction is expected to begin this year.

Holderness stated that the Clear Creek Trail was also let in January. It will be awarded in February. Construction is expected to begin this year.

Rummel stated that the City will begin a bike-share program this year. The City will also install electric vehicle charging stations, and expand and replace bus shelters. Iowa City has received eight new buses over the last few weeks. They will enter service within the next month.

Grenis stated that the RFP for the Iowa City-Cedar Rapids express bus service will be released at the end of the month. Service was expected to begin July 1st, but will be pushed back due to delays in the funding authorization process. Fall 2018 is the new anticipated start date for the service.

Cutler stated that the Iowa DOT conducted a study on I-80 to examine the overpasses. The DOT will instead offer an incentive plan to encourage low-volume overpasses to close.

Wheatley stated that the interchange project at Forevergreen Road in North Liberty is ongoing. The city is also opening a new elementary school on North Front Street in North Liberty. Designs are in progress for two new roundabouts, including the North Front Street and the South Slope entrance. Highway 965 is ongoing with the next phase of construction occurring from Penn Street to Zeller Street.

McClatchey stated that Evashevski Drive will be closed for 1.5 years for the reconstruction of Kinnick Stadium.

9. ADJOURNMENT

Wheatley motioned to adjourn; Knoche seconded. **The motion carried unanimously.**

The meeting adjourned at 11:25 a.m.



Date: March 13, 2018

To: Transportation Technical Advisory Committee

From: Kent Ralston; Executive Director *KR*

Re: Agenda Item #3: Consider a recommendation to the Urbanized Area Policy Board regarding Locally Determined Projects for the MPOJC FY19 Transportation Planning Work Program

Each spring we compile a list of *Transportation Planning Work Program* projects for the upcoming fiscal year. While this exercise is required by the Federal Highway Administration and Iowa Department of Transportation, we also utilize it to schedule and plan ahead for the data collection and research necessary to complete requested projects. The attachment lists the requested work program projects we have received to date from TTAC members and other staff.

We are aware that other projects and data collection needs will come up during the year. While we are usually able to fit smaller unscheduled projects into our work – more significant projects proposed during the year may not be able to be completed. If projects are proposed that would disrupt the Work Program, we typically discuss them with the Urbanized Area Policy Board before committing significant staff time to them.

Please review the list of attached projects and let us know of any additions or clarifications. We will augment this list with regularly-occurring projects and state and federally-required transportation planning work, and bring the full work program to you at your next meeting for consideration.

Please consider a recommendation to the Urbanized Area Policy Board regarding the locally determined projects for the FY19 Transportation Planning Work Program.

I will be available at your March 20 meeting to answer any questions you have.

Listing of requested FY19 Work Program projects

#	Project	Requestor	Entity
1	Evaluate a two-way conversion of Jefferson and Market Streets	Knoche	Iowa City
2	Assist with data collection and mapping related to the Climate Adaptation Plan	Knoche	Iowa City
3	Assist with Dodge Street concept plan between Burlington and Governor Streets	Knoche	Iowa City
4	Bike master plan implementation & evaluation to achieve a gold Bike Friendly Community designation	Knoche	Iowa City
5	Assist Economic Development Division as needed	Ralston	Iowa City
6	Assist with GIS mapping including maintaining zoning map	Ralston	Iowa City
7	Traffic counts and evaluations related to development proposals	Ralston	Iowa City
8	Evaluate placing Capitol / Kirkwood connection on Federal Aid map	Ralston	Iowa City
9	Update traffic model forecast for McCollister Boulevard	Knoche	Iowa City
10	Signal analysis at Gilbert / McCollister	Knoche	Iowa City
11	Evaluation of Dodge Street two-way traffic flow (Burlington to Bowery) & a 4-3 lane conversion (Bowery to Kirkwood)	Ralston	Iowa City
12	Assist with transit route study	Nagle-Gamm	Iowa City
13	Update of Metro Area Bike Master Plan	Holderness	Coralville
14	Assistance identifying funding sources for the Iowa River Corridor Trail Connection	Holderness	Coralville
15	Update Hwy 6 traffic counts	Holderness	Coralville
16	Review of development studies as needed	Holderness	Coralville
17	Pedestrian/bicycle counts at various locations on the trail system	Holderness	Coralville
18	ADT & peak hour traffic counts at roundabouts (repeat every 2-3 years)	Holderness	Coralville
19	Signal / roundabout analysis 1 st Ave / Oakdale		
20	Signal analysis at 12 th / Oakdale	Holderness	Coralville
21	Signal analysis at Deer Creek / Hwy 6	Holderness	Coralville
22	Signal analysis at Kennedy / Camp Cardinal Blvd	Holderness	Coralville
23	Assist with on-board passenger survey	Robrock	Coralville
24	Grant Elementary school traffic analysis/recommendations	Wheatley	North Liberty
25	Dubuque/Juniper intersection study	Wheatley	North Liberty
26	North Bend / N Dubuque intersection analysis - including turn lanes	Wheatley	North Liberty
27	Recommendations related to Forevergreen Road interchange work	Wheatley	North Liberty
28	Assistance with traffic evaluations related to Park Road and Park Road / Hwy 6 intersection construction	Boldt	Tiffin
29	Review of development studies as needed	Boldt	Tiffin
30	Facilitate revisions to comprehensive plan including correspondence, online survey, and community meeting	From	University Heights
31	Traffic studies and/or forecasts as needed for development proposals	From	University Heights
32	Level-of-service study for Hawkins Drive intersections and effect of increased parking on adjacent parcels	Sayre	University of Iowa
33	Assist with study of I-80 widening from east of Iowa City to the MPO eastern boundary as needed	Cutler	DOT
34	Assist with study of I-380 widening from the Penn Street interchange to the northern MPO boundary as needed	Cutler	DOT
35	Participation in local MDST and TIM committees during the reconstruction of the I-80 / 380 interchange and construction of the I-380 / Forevergreen Road interchange	Cutler	DOT
36	Highway 1 / 5 th Street signal warrant study update	Rasmussen	Solon
37	Review of potential trail crossing of Hwy 1 near Prairie Rose Ln	Rasmussen	Solon
38	Evaluation of Hwy 382 / N. Chabal intersection for geometric improvements	Rasmussen	Solon
39	Turn lane evaluation at 5 th Street / new school entrance	Rasmussen	Solon



Date: March 13, 2018

To: MPOJC Transportation Technical Advisory Committee

From: Brad Neumann^{BN}, Assistant Transportation Planner

Re: Agenda Item #4: Consider a recommendation to the Urbanized Area Policy Board regarding the MPOJC FY2019 Transit Program of Projects

Coralville Transit, Iowa City Transit, and University of Iowa Cambus have programmed the projects on the following tables for Federal Transit Administration (FTA) funds in FY2019. The projects will be included in the FY2019 Iowa Department of Transportation's Consolidated Transit Funding applications MPOJC completes for each transit system and in the FY2019-2022 Transportation Improvement Program (TIP). Not every project in the attached lists will be funded; however, to be eligible for funding projects must be included in the Program of Projects.

This information is being distributed to you for your review and will be included in the draft FY2019-2022 MPOJC TIP which will be presented to you in May. The final TIP will be prepared for your approval in late June or early July.

Please consider a recommendation to the MPOJC Urbanized Area Policy Board regarding the FY2019 Federal Transit Program of Projects.

Please contact me at brad-neumann@iowa-city.org or at 356-5235 if you have any questions or comments.

cc: Kent Ralston

**FY2019 Federal Transit Administration Program of Projects
Coralville Transit**

	Total:	FTA:
1. Operating Assistance (5307)		\$409,131 (estimated)
2. Contracted services for persons with special needs (5310)	\$330,000	\$29,246 (estimated)
3. Associated capital bus maintenance (spare parts)	\$75,000	\$60,000
4. Design and construct Intermodal Transportation Center/Phase II	\$10,500,000	\$8,400,000
5. Purchase 3 - 40' heavy-duty buses w/cameras (8) and fixed route configuration for service expansion	\$1,479,900	\$1,257,915
6. Purchase 1 - 176" light duty replacement bus (10225) w/cameras (6)	\$96,500	\$82,025
7. Purchase 4 - 176" light-duty expansion buses w/cameras (6)	\$386,000	\$328,100
8. Purchase 1 - 40' heavy-duty replacement bus (102) w/cameras (8) and fixed route configuration	\$493,300	\$419,305
9. Construct new transit facility (Phase II)	\$1,500,000	\$1,200,000
10. Replace 2 passenger shelters and associated improvements	\$14,000	\$11,200
11. Purchase 3 passenger shelters	\$21,000	\$16,800
12. Purchase shop equipment (armature lathe, misc.)	\$75,000	\$60,000
Total Capital Funds:		\$14,640,700
FTA Capital Funds:		\$11,835,345
FTA Operating Funds:		\$438,377

**FY2019 Federal Transit Administration Program of Projects
Iowa City Transit**

	Total:	FTA:
1. Operating assistance (5307)		\$1,497,897 (estimated)
2. Contracted services for persons with special needs (5310)	\$1,200,000	\$104,671 (estimated)
3. Purchase Bus Shelters	\$50,000	\$40,000
4. Associated capital bus maintenance (spare parts)	\$219,625	\$175,700
5. Transit Storage and Maintenance Facility	\$20,000,000	\$16,000,000
6. Purchase 2 light-duty 176" expansion buses w/cameras (6)	\$193,000	\$164,050
7. Purchase 2 - 40' heavy-duty replacement buses w/cameras (8), low floor and fixed route configuration (637U, 638U)	\$986,600	\$838,610
8. Purchase 1 - 176" light-duty replacement bus (810) w/cameras (6)	\$96,500	\$82,025
	Total Capital Funds:	\$21,545,725
	FTA Capital Funds:	\$17,300,385
	FTA Operating Funds:	\$1,602,568

**FY2019 Federal Transit Administration Program of Projects
University of Iowa Cambus**

	<u>Total:</u>	<u>FTA:</u>
1. Operating assistance (5307)		\$590,716 (estimated)
2. Paratransit operating assistance (5310)		\$68,442 (estimated)
3. Purchase in ground hoist system	\$120,000	\$96,000
4. Associated capital bus maintenance (spare parts)	\$200,000	\$160,000
5. Purchase 6 replacement passenger shelters	\$60,000	\$48,000
6. Purchase replacement forklift for maintenance	\$60,000	\$48,000
7. Expansion and upgrade (includes doors and fascia) of maintenance facility	\$5,250,000	\$4,200,000
8. Purchase 1 - 30' heavy-duty replacement bus (13*) w/cameras (8), low floors and fixed route configuration	\$461,800	\$392,530
9. Purchase 1 - 30' heavy-duty replacement bus (11) w/cameras (8), low floors and fixed route configuration	\$461,800	\$392,530
10. Purchase mobile hoist system	\$48,000	\$38,400

*Includes 5310 funds of \$83,650

Total Capital Funds:	\$6,661,600
FTA Capital Funds:	\$5,375,460
FTA Operating Funds:	\$ 659,158



Date: March 13, 2018
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director *KR*
Re: Agenda Item #5: Update on 'Federal-Aid-Swap' discussion and timeline

As you know, House File 203 signed into law this past legislative session permits the Iowa Transportation Commission to allow what's commonly referred to as a "Federal-Aid-Swap". The swap (generally) is a process whereby road and bridge projects that would have normally been funded with federal transportation dollars allocated by the MPO are instead 'swapped' for state funding – with the goal of minimizing federal regulations to streamline local projects.

For several months staff has been updating both the Transportation Technical Advisory Committee and the Urbanized Area Policy Board regarding the pending swap. Most recently, the topic was discussed at the January 31 Policy Board meeting. At the meeting, Board members raised concerns about the swap and the potential effects on local communities. There were also strong feelings in opposition to the swap since Davis-Bacon wages would no longer be required for local projects using MPO funding.

At the meeting, I indicated to the Board that I would provide background materials to their respective city/county administrators. I also strongly encouraged them to have discussions with their administration and staff engineers so they could gain a full understanding of how the swap might affect their respective entities.

Unfortunately, the swap policy is such that the MPO Policy Board makes the decision for the entire urbanized area to participate in the swap – rather than individual communities making a choice. Stuart Anderson with the Iowa DOT (Director of Systems Planning) will be present at the Board's next meeting on March 28th to provide a brief overview of the swap and answer questions the Board might have. I've attached the final swap policy language for your reference.

I simply wanted to make you aware of the discussion that occurred at the Policy Board's last meeting and to encourage you to discuss this topic with your respective administrators/councils so that we can have a healthy debate at our March 28 Policy Board meeting.

I will be at your March 20th meeting to answer any questions you may have.

Federal-Aid Swap Policy

- **Planning and Programming**
 - Participation in federal-aid swap - Each Regional Planning Affiliation (RPA) and Metropolitan Planning Organization (MPO) is assumed to be a participant in the swap program unless their policy board decides otherwise. If participating in swap, all eligible projects must be swapped. In rare circumstances, an exception may be considered.
 - Federal funding will be swapped with Primary Road Funds on a dollar-for-dollar basis.
 - Funding eligible to be swapped – eligible road and bridge projects from the following federal funding programs
 - Surface Transportation Block Grant (STBG)
 - Congestion Mitigation and Air Quality Improvement (CMAQ): Projects awarded to cities and counties through the Iowa's Clean Air Attainment Program (ICAAP)
 - Highway Safety Improvement Program (HSIP) - Secondary: County projects allocated through the HSIP – Secondary program
 - Programming
 - STBG funds are allocated based on FAST Act Implementation Policies adopted by the Commission in September 2016.
 - With the exception of dedicated county and city bridge funds, RPAs and MPOs will continue to develop a program based on their available STBG funding. Programmed road and bridge projects will be swapped with Primary Road Funds and non-road/bridge projects will move forward as federal-aid projects.
 - Dedicated city and county bridge program funds will not be programmed by RPAs or MPOs. However, they will still need to be entered into the project tracking database (TPMS).
 - The full amount of accumulated STBG balances will not be fully available to be swapped in the first year due to Primary Road Fund cash flow constraints. It is expected the full draw down of those balances can be accomplished within four years of swap implementation. Therefore, the RPA/MPO development of their program of projects should take this into account. Iowa DOT will work with each RPA and MPO during the program development process to effectively drawdown the STBG balances. **In order to do this successfully, it is critical that the projects included in the first year of the program are expected to be developed and let in that year.**
 - Match requirements
 - Unless specifically required by the grant program (see below), Iowa DOT will not require match and will reimburse funds at 100 percent up to the programmed amount.
 - For county Highway Bridge Program projects, the Iowa DOT will not require match and will reimburse funds at 100 percent up to the contract amount.
 - Match requirements for ICAAP, HSIP-Secondary, and city bridge program projects continue to apply based on program guidance.
 - Individual MPOs and RPAs can require match but Iowa DOT will not monitor those requirements.
 - System Eligibility (STBG)
 - Road projects must be on roads with a federal functional classification of Minor Collector or higher in rural areas, all Farm-to-Market routes, and Collector or

higher in urban areas. Individual MPOs and RPAs can be more restrictive with system eligibility.

- Bridge project eligibility remains the same as exists today for federal-aid bridge projects. This is to assure consistency required for meeting the Off-System Bridge Waiver verification.
 - Projects cannot already be “federalized” (e.g. any federal authorization, any environmental concurrence, any other federal action) and then swapped. Once a project is “federalized” it must continue to follow the federal-aid project development process. A project is typically not “federalized” just by having been included in a Statewide Transportation Improvement Program (STIP); however, in limited situations based on the level of federal involvement, a project could be federalized. This will be determined on a project-by-project basis as draft programs are developed.
 - Implementation date – Swap will be implemented with the Federal Fiscal Year 2019 program year that begins October 1, 2018.
- **Environmental**
 - Local public agencies participating in the Federal-Aid Swap shall continue to follow all necessary and applicable state and federal requirements, including but not limited to permitting and consultation as needed with the United States Army Corps of Engineers, United States Fish and Wildlife Service, Iowa Department of Natural Resources, Iowa Department of Cultural Affairs/State Historic Preservation Officer, Native Sovereign Tribes and Nations, and Office of the State Archaeologist. The Iowa DOT will continue to assist these local public agencies in achieving compliance or acquiring a permit, as staff and technical expertise are available.
 - Environmental and cultural resource oversight shall be verified through the local public agency providing a project development certification and all applicable documentation to ensure that identification, evaluation, avoidance, and mitigation actions have been taken.
- **Project Development/Construction**
 - All swapped projects will continue to be let through the Iowa DOT.
 - Swap funds can only be used on road and bridge construction projects.
 - Preliminary engineering and construction engineering are eligible for swap as part of a construction project. However, the use of swapped funds for these activities is not encouraged.
 - Project funds will be provided to the local public agency on a reimbursement basis.
 - The Iowa DOT will review contract documents for conformance to the Department standard for letting.
 - The Iowa DOT reserves the right to review projects during construction.



Date: March 13, 2018
To: Transportation Technical Advisory Committee
From: Kent Ralston; Executive Director *KR*
Re: Agenda Item #7: Update on the 2017 MPOJC Transportation Planning Division Annual Report

Attached is the 2017 MPOJC Transportation Planning Division Annual Report. The report outlines much of the work staff was able to complete in calendar year 2017 and is simply intended to show the breadth of work that is being requested of the MPO. I'm very pleased with the amount and quality of work staff was able to complete last year and look forward to working with each of the MPO member entities in 2018.

I will be available at your March 20th meeting to answer any questions you may have.



2017 TRANSPORTATION PLANNING DIVISION

ANNUAL REPORT



METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY

Arterial Street and Highway

Traffic Signal & Roundabout Studies (data collection, analysis, and report preparation)

- Finalized traffic signal timing contract for 1/5 of metro area signals.
- Highway 1/5th St. (Solon)
- Highway 6/Park Rd. (Tiffin)
- N. Bend Dr./Front St. (North Liberty)
- South Gilbert St./McCollister Blvd. (Iowa City)

All-Way Stop Analyses (data collection, analysis, and report preparation)

- Burlington St./Muscatine Ave. (Iowa City)
- Camp Cardinal Blvd. / Kennedy Pkwy. (Iowa City)
- Court St./4th Ave. (Iowa City)
- Front St./Cherry St. (North Liberty)
- Koser Ave./Highland Dr. (University Heights)
- River St./Riverside Dr. (Iowa City)
- Taylor St./Sandusky Dr. (Iowa City)

Traffic Operations Studies (data collection, analysis, and report preparation)

- Commercial Dr./Highway 965 (North Liberty)
- Liberty High traffic study (North Liberty)
- Zeller St./Cherry St. signal phasing study (North Liberty)
- Marriot Hotel traffic study (University Heights)
- Penn St./Cameron Way left turn analysis (North Liberty)
- North Bend Dr. Elementary School study (North Liberty)

Speed Studies (data collection, analysis, and report preparation)

- American Legion Rd. (Iowa City)
- Dubuque St. (North Liberty)
- Koser Ave. (University Heights)
- Main St. (Hills)
- North Liberty Rd. (North Liberty)
- Rochester Ave. (Iowa City)

Traffic Calming Evaluations

- Revised criteria for Traffic Calming Program. (Iowa City)
- Completed speed/volume evaluations for North Dubuque Rd.

- Completed speed/volume evaluations for Friendship St., between Court St. and Brookside Dr.
- Completed studies for Glendale Rd., Highland Ave. and Sandusky Dr. (Iowa City)

Traffic Forecasts

- Developed traffic forecasts as requested
- 1st Ave. (Coralville)
- Front St. (North Liberty)
- N. Bend School (North Liberty)
- N. Dubuque St. (Iowa City)
- N. Dubuque St. (Johnson County, Coralville, North Liberty)
- Foster Rd. (Iowa City)
- Kansas Ave. (Coralville)
- Gilbert St. (Iowa City)
- Park Rd. (Tiffin)
- Penn St./Front St. (North Liberty)

Transit

- National Transit Database (NTD) monthly/year-end submittals for Iowa City Transit, Coralville Transit and Cambus.
- Transit quarterly reports to Iowa Department of Transportation (DOT) and Federal Transit Administration (FTA).
- Assisted with ADA Paratransit eligibility certifications and appeals.
- Participated in CRANDIC Passenger Rail Study – Phase I and II. Prepare for Phase III.
- FTA grant administration for Iowa City Transit, Coralville Transit, and Cambus.
- Participated on the Iowa DOT I-380 Iowa Commuter Transportation Study Advisory Group.
- Prepared FTA Title VI program for MPOJC, (FHWA).
- Prepared DOT Consolidated Funding applications for Iowa City Transit, Coralville Transit, and Cambus.
- Prepared transit service agreements between Iowa City/University Heights and University Heights/County SEATS.
- Assisted with Iowa City Transit triennial review.
- Disadvantaged Business Enterprise (DBE) reporting for Iowa City Transit, Coralville Transit, and Cambus. Prepared DBE Threshold for DBE Goal for Coralville Transit and Cambus.

- Prepared FY2018 Transit Program of Projects and Capital Equipment Replacement Plans for Iowa City Transit, Coralville Transit, and Cambus.
- Updated Passenger Transportation Plan (PTP).

Bicycle and Pedestrian

- Updated 2017 Metro Area Trails Map.
- Conducted 2017 trail counts.
- Conducted counts and assessments of Bicycle Parking at all ICCSD schools.
- Gathered baseline counts at twelve intersections.
- Assisted with Bike to Work Week planning and event coordination.
- Assisted with Iowa City Bike Friendly Community and Business applications.
- Assisted with locations of bike route and trail wayfinding signs.
- Participated in the Bicycle Advisory Committee. (University of Iowa)
- Evaluated pedestrian accommodations on Muscatine Ave. between Wade St. and Dover St. (Iowa City)
- School crossing evaluation at Camp Cardinal Blvd./Kennedy Pkwy. (Iowa City)
- School crossing evaluation at Lakeside Dr./Nevada Ave. (Iowa City)
- School crossing evaluation at Yewell St. /Highland Ave. (Iowa City)
- School crossing evaluation at Scott Park Dr./Scott Blvd. (Iowa City)
- School crossing evaluation at Sycamore St./Lakeside Dr. (Iowa City)
- School crossing evaluation at 1st Ave./Washington St. (Iowa City)
- Evaluated mid-block crossings on Benton St. (Iowa City)
- Evaluated crosswalk at Scott Blvd./Rochester Ave. (Iowa City).
- Crosswalk study at Keokuk St. and Highland Ave. (Iowa City)
- Completed Hills elementary school zone study. (Hills)
- Facilitated Bike Master Plan project. (Iowa City)
- Conducted bicycle rack inventory for low-access areas. (Iowa City)
- Wayfinding sign inventory. (Metro Area)
- School speed zone evaluations at Mann and New Hoover Elementary Schools. (Iowa City)
- Created school crossing guard matrix. (Iowa City)
- Assisted with production of "Bike Shorts" educational bike safety videos.

Long Range Transportation Plan

- Updated the Travel Demand Model and calibrated to the year 2045.
- Developed performance measures and set targets, to assess how the transportation network is performing.
- Drafted plan content and solicited feedback from FHWA, FTA, DOT, TTAC, UAPB, RPB, and the public.
- Plan adopted by MPO Board.

Miscellaneous

- Developed the FY18 Transportation Planning Work Program.
- Developed FY18-21 Transportation Improvement Program.
- Tracked legislation with respect to the solvency of the Highway Trust Fund.
- Processed an amendment to the FY18-21 TIP regarding the scope of Coralville's First Ave. project.
- Assisted with road diet project on Gilbert St. (Iowa City).
- Updated & maintained the MPOJC website.
- Posted notices and updates on website/social media accounts.
- Updated the zoning map. (Iowa City)
- Assisted MidAmerican with transition to overhead LED streetlights. (Iowa City)
- Produced Iowa City Fire Station response time maps. (Iowa City)
- Reviewed requests for streetlight installation, including a midblock survey on Colchester Dr. (Iowa City)
- Facilitated Federal Aid Swap process for Urbanized Area.
- Prepared and completed FHWA Quadrennial Review.
- Facilitated Northside parking study. (Iowa City)
- Evaluated neighborhood signage and on-street parking prohibition change requests. (Iowa City)
- Assisted with subdivision reviews. (Iowa City)
- Produced Urban Renewal area maps. (Iowa City)
- Produced protest petition map for the Sandhill Preserve rezoning. (Iowa City)
- Created metadata for the MPO's GIS data. (Iowa City)
- Produced trip generation estimates for various development proposals.